



City of Seattle

---

Gregory J. Nickels, Mayor  
**Department of Planning and Development**  
D. M. Sugimura, Director

**CITY OF SEATTLE**  
**ANALYSIS AND DECISION OF THE DIRECTOR OF**  
**THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Application Numbers:** 2207193 & 2306803  
**Applicant Name:** Mike Moedritzer for James C. Y. Koh  
**Address of Proposal:** 507 Maynard Avenue South (#2207193) &  
617 South King Street (#2306803)

**SUMMARY OF PROPOSED ACTION**

507 Maynard Avenue South (#2207193)

Master Use Permit to establish use for the future construction of an addition to an existing 4-story building (The Mar Hotel) for a total of 45,995 square feet. Project includes 3,600 square feet of retail use on (ground floor) level one, 24,160 square feet of administrative office use on floors one through four, and six apartment units installed on a new fifth floor (level five). Parking for 24 vehicles will be provided within the structure on two underground levels accessed through the alley. The project also includes securing 11 addition (covenant) parking stalls at 617 South King Street (The Alps Hotel), for a total of 35 parking stalls.

617 South King Street (#2306803)

Master Use Permit to establish use for the future construction of principal use parking for 11 vehicles for the adjacent building addressed 507 Maynard Avenue South.

The following approvals are required:

**SEPA Threshold Determination** (Chapter 25.05 SMC)

**Variance** - to allow less than the required driveway width to a parking stall.  
(Seattle Municipal Code 23.54.030.D).

**Variance** - to allow less than the required parking aisle width to a parking stall.  
(Seattle Municipal Code 23.54.030.D).

**SEPA DETERMINATION:** ☐ Exempt ☒ DNS ☐ MDNS ☐ EIS

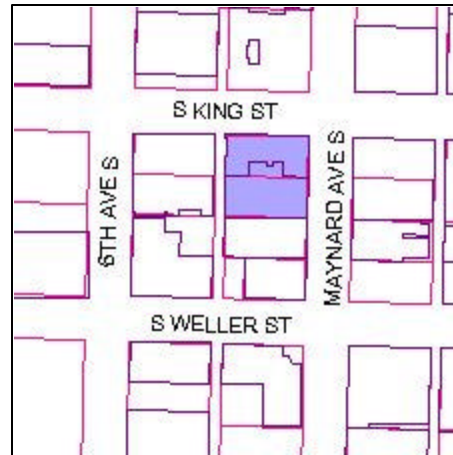
☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

## **BACKGROUND DATA**

### **Site & Area Description**

The development site is located at the southwest corner of South King Street and Maynard Avenue South in the International District. The two existing parcel sizes are 7,200 square feet each, for a combined total of 14,400 square feet located in the International District Mixed zone with a 75-foot height limit or 85 foot limit (IDM 75-85), if at least 50 percent of the gross floor area comprises residential units (per SMC 23.49.208). The combined site is nearly square in shape that slopes moderately from east to west from the Maynard Avenue frontage. The site addressed, 507 Maynard Avenue South is fully developed with an Italianate inspired, 4-story brick building constructed around 1927. The building's façade treatments are typical in the area that provides visual interests along the streetscape. The building is currently in disrepair having been vacant for sometime. The structure addressed at 617 South King Street is more ornate in design that extends 5 stories above grade. The building was built in 1910 and is currently occupied by long term residential use (apartment) on the upper floor levels, with a variety of commercial uses at street level. The alley is fully developed abutting the development site along its west property boundary line. The improved alley connects to South Weller Street to the south and South King Street to the North. The sidewalks abutting the development site is active with pedestrians moving along South King Street and Maynard Avenue South this central placed site in the International District.



The proposed development site is located across South King from Seattle Parks Department's Hing Hey Park that serves the community, hosting a number of festivals and community and private sponsored events throughout the year. A United States Postal Service building (International Station) is located within the same block front, just west of the park. Within one block, at 520 South King Street, the Union Gospel Mission's Women and Children's Shelter is located. The Shelter, formerly the American Hotel, is one of many programs the nonprofit Evangelical Christian ministry serves to meet the needs of the greater Seattle Community. The immediate area is marked by a variety of land uses including restaurants, residential, retail, hotels, warehouse, and administrative offices. The industrial styled buildings range in height from one story to six-stories, and are predominately made out of brick and stone. Across Maynard Avenue to the east is the Eastern Hotel one of two designated City of Seattle Landmarks in the immediate area. The street system is active with pedestrian and vehicle use, parking within the rights-of-way in high demand. Few street trees are found within the immediate area. One block to the north is a primary arterial, South Jackson Street, connecting the development site to Downtown and the Interstate 5 (I-5).

### **Proposal**

The proposal is to upgrade an existing building addressed at 507 Maynard Avenue South that has been vacant for a number of years. The proposed project includes exaction of an existing basement level to add a lower level and establish a total of two levels of underground parking totaling 24 parking stalls.

Proposed lower basement level will accommodate 14 parking stalls and residential storage space. The upper basement level will support parking for 11 vehicles, residential storage, garbage recycling area, and mechanical equipment systems. The above grade levels will be retrofitted to accommodate retail use and administrative office use on floors one through four. A fifth floor will be added to create 6 residential uses. Additionally, vehicle and pedestrian access openings will be installed upon the shared wall between abutting the building addressed, 617 South King Street.

Included in the scope of work to upgrade the existing residential units on floors two through six at 617 South King Street (The Alps Hotel building) a new elevator will be installed, in the existing light well between the abutting (507 Maynard Avenue South) building. The elevator will serve both buildings. The storefronts will get a face lift both externally and internally to bring this grand building up to par with the demands of modern society. The second floor will be retrofitted for administrative office use. The existing basement level will be redesigned to accommodate the addition of 10 parking stalls. Access to the proposed parking level will be achieved through a connecting parking level and shared driveway from the 507 Maynard Avenue South building. The parking stalls are intended (covenanted) for the use of the abutting building, 507 Maynard Avenue South.

#### Public Comment

Date of Notice of Application : May 13, 2004

Date End of Comment Period: May 26, 2004

# Letters 5

Issues: Four of the five letters received expressed concerns suggesting that current obstructions in the alley, that include trash dumpsters and vehicle use, creates problems that may become exacerbated during and after construction activity. Of particular concerns noted in their letters were waste disposal, air quality of suspended dust particles and potential release of asbestos. Under the State Environmental Policy Act (commonly referred to as SEPA) will evaluate the potential threat to public health and safety. The impacts of construction related activity upon neighboring properties are disruptive and cause inconveniences however SEPA provides authority to mitigate adverse impacts to the greatest extent practical. One respondent offered to assist with in any way with the completion of the project.

#### ANALYSIS - VARIANCE

Variances from the provisions or requirements of this Land Use Code shall be authorized only when all of the following facts and conditions (stated in *italics*) are found to exist:

1. *Because of unusual conditions applicable to the subject property, including size, shape, topography, location or surroundings, which were not created by the owner or applicant, the strict application of this Land Use Code would deprive the property of rights and privileges enjoyed by other properties in the same zone or vicinity; and*

A variance has been requested because of unusual conditions applicable to the subject site, the existing buildings addressed at 507 Maynard Avenue South (The Mar Hotel) and 617 South King Street (The Alps Hotel) have conditions that warrant relief from the Code. The applicant acquired both properties

during the intervening years after the structures were constructed, and now intends to renovate the existing structures which feature columns in locations that interfere with the proposed design. The columns are arranged in a pattern that maintains the structural integrity of buildings erected in 1910 and 1927. The columns are evenly spaced at 20 foot intervals (on center) north to south, and variegated approximately between 10 feet to 18 feet along the east west axis. To shift the columns would create significant engineering challenges. The center row of columns are separated by 18 feet, 9 inches from the inside face.

An access entry driveway is proposed from the alley through the center row of columns with one lane serving 14 vehicle stalls at the lower level, and the other lane separated by a concrete bulkhead servicing a total of 21 vehicles (an additional 10 within the Alps Hotel and 11 within the Mar Hotel). The result of the installation of the driveway between the center columns will result in a driveway clearance width of 8 feet 9 inches for the lower basement level servicing 14 parking stalls, and 9 feet for the upper basement level serving 24 parking stalls. The code requires a minimum of 22 feet for two-way nonresidential uses and 10 feet for residential uses. The driveway serving the lower basement level will not meet Land Use Code requirement by 1 foot 3 inches. The driveway serving the Alps Hotel and Mar Hotel will not meet Code by 13 feet.

Additionally, horizontal clearance widths for drive aisle lanes are also impacted by the arrangement of the existing columns. As noted previously, the columns are arranged in a specific pattern to support the structural integrity of the respective buildings. The efficient use of the underground space to accommodate parking for vehicles has created obstacles in the aisle width area, thus interfering with Code required vehicles maneuverability in and out of the parking stalls.

The property owner has chosen to provide parking within the structures addressed at 507 Maynard Avenue South and 617 South King Street. The proposed parking is not a Code requirement per SMC Section 23.49.016.A.2. The applicant has noted on-street parking is in high demand in this area, which creates inconveniences for all users of the right-of-way as one of several reasons to provide parking on-site. A number of properties have on-site parking for the users of their properties. Directly across the alley a new residential building was recently completely with accessory parking accessed through the alley. The applicant is not asking for any more than being able to provide on-site parking that is typical of most developers that want to provide protected storage of vehicles. Strict application of the Code to the parking standards would require the relocation of existing columns to accommodate aisle and driveway width standards. Given the precise location of the columns to structurally support the respective buildings which were not created by the owner or applicant, the strict application of the Land Use Code would deprive the property of rights and privileges enjoyed by other properties in the same zone or vicinity.

2. *The requested variance does not go beyond the minimum necessary to afford relief and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is located; and*

The requested variance does not go beyond the minimum necessary to afford relief and does not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone.

The requested variance is to allow vehicle parking within two existing structures that have structural columns arranged in such a pattern that encroaches into the drive lanes and parking aisles. Older buildings pose challenges to accommodate modern day lifestyles. During the time that the buildings were constructed, providing parking within the structure was not a consideration. Over the years vehicle use has increased and providing storage for these vehicles is a challenge, especially in the International District. Standards have been established, such as stall size, driveway width and length, among others to mitigate safety concerns. Access to the underground parking will be obtained through an improved alley.

The requested variance is to allow less than the required driveway and aisle width within an existing structure to allow parking within the structure. Due to the structural arrangement of the columns, the smooth flow of vehicles passing through one space to another are slightly compromised. The variance is not being requested for the purpose to seek a special grant that other properties could not seek, if found with similar obstacles in the maneuvering areas, but simply to acknowledge and accept the constraints imposed by the existence of the placement of the columns. As designed, the location of the parking stalls and columns would require additional maneuvering on the part of the operator of the vehicle. Likewise, the narrow driveway will require greater attention, but there are no anticipated practical difficulties associated with moving through the parking levels.

The number of established on-site parking in the vicinity has helped to off-set the heavy on-street parking demand in the right-of-way. When parking is proposed in modern structures, the structures are designed to accommodate the associated development standards for providing parking. The subject site appears to be compatible to the rights and privileges enjoyed by other properties in the vicinity that provide on-site parking. If not for the obstacles of the columns in the drive lanes and aisle areas the proposed project would be in full compliance with parking standards. The impact of establishing parking at the development site would not be inconsistent with limitations on other properties with older buildings that want to provide parking. Therefore, the proposal would adequately meet provisions for providing access to parking and provides the minimum necessary to afford relief.

3. *The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the zone or vicinity in which the subject property is located; and*

No material detriment to the public welfare or injury to property or improvements in the zone or vicinity is likely to occur by granting the requested variances. The existing columns may pose some maneuvering challenges but should not prevent use of the garage. To minimize potential damage to the columns and vehicles, for those few drivers who may not be as attentive as others, painting the columns with a bright color and providing a protective wrap around the columns will be a condition of this decision. The proposed reduction of the driveway and aisle width does not constitute a material detriment to the public welfare or injury to impact surrounding properties.

4. *The literal interpretation and strict application of the applicable provisions or requirements of this Land Use Code would cause undue hardship or practical difficulties; and*

Strict application of the Code would not allow for the desired number of parking stalls to be established at the development without undermining the structural integrity of the existing structure or necessitating

substantial seismic upgrades. As initially designed the two building did not anticipate the establishment of parking. As noted previously, the encroachment of the columns would reduce the width of the one-way driveway to the lower basement level from the code required 10 feet for residential uses to a driveway clearance width of 8 feet 9 inches, approximately 1 foot 3 inches out of compliance. The Code required driveway width for two-way nonresidential use is 22 feet. The applicant is proposing 9 feet that would be out of compliance by 13 feet serving 21 vehicles.

The second variance request proposes to reduce the Code required aisle width to an area less than the required horizontal clearance of 24 feet (for large vehicles), 22 feet (medium sized), and 20 feet (small size). The actual horizontal dimension can not be precisely identified due in part to the layout of the stalls and location of existing columns. To reconfigure the existing pattern of the columns to allow for proposed parking stall configuration meeting development standards would cause practical difficulties.

Several options were explored to establish below grade accessory parking, one of which would entail the demolition of 8 existing columns. Structurally, the removal of the columns would create hardships in access of the scope of a renovation that includes the addition of a fifth floor (Mar Hotel). The existing building would have to be reengineered to compensate for the removal of eight columns. Another solution would be to establish one level of parking in both structures; however, variances would still need to be requested. The driveway width would not be as great for the nonresidential use; however the request relief from aisle width would remain unchanged. The net effect of this proposal would be to allow for a narrower driveway serving two-way traffic, and the required additional maneuvering of vehicles within the respective structures. An access easement has been granted to allow ingress/egress through that portion of the property addressed 507 Maynard Avenue South. A number of other permeations of proving reduced parking and layout would result in seeking variance relief if the columns remain intact. The literal interpretation of the applicable provisions and requirements of the Land Use Code, which requires conforming driveway and aisle widths, and by inference the removal of columns, would cause an undue hardship and practical difficulty by denying the applicant from providing on-site parking within the existing structure.

5. *The requested variance would be consistent with the spirit and purpose of the Land Use Code and regulations for this area.*

The spirit and purpose of the Land Use Code provides for rehabilitation of existing buildings in a flexible and discretionary manner to promote the International District's unique social mix and design character. It is the responsibility of the City to preserve, protect, promote to the greatest extent the International District as an Asian culture, retail, and residential core. The two buildings are being renovated to aesthetically and structurally provide viable commercial and residential options within the International District. One of the components to the renovation entails providing accessory parking to ensure residential and employee parking on-site, to reduce congestion on adjacent streets, and minimize spillover parking into adjacent areas.

To increase the marketability of the renovated 507 Maynard Avenue building that has been vacant for a numbers of years, and reduce the demand of on-street parking, the owner proposes to add a total of thirty-five parking stalls for a building containing six residential units and approximately 28,558 square feet of commercial use. The intent of the owner is not to meet the total demand for on-site parking, but provide enough stalls that are responsive to the occupants of the building, and sympathetic to the

recognized overcrowded conditions of on-street parking in the immediate area. The limited number of parking stalls proposed on-site is likely to encourage employees and visitors alike to seek other forms of transportation, including public transit. The International District is teeming with vitality and cultural richness. Reducing the width of the driveway and parking aisle area within the structure will not have an adverse impact in this community and therefore will be in keeping with the spirit and purpose of the Land Use Code.

The International Special Review District was created to ensure steps were taken to recognize and promote the area's unique cultural richness. The International Special Review District Board has accepted an application for certificate approval (April 26, 2004) for the renovation of both buildings at the subject site. The Board will make their final determination after the publication of this decision. As noted above, DPD has determined the proposal is in keeping with the spirit, goals, and objectives of the International District Mixed zone which this development site is located within. The Seattle's Comprehensive Plan allows for the development of cultural and economic vitality for the area. The owner intends to rehabilitate the existing structures and provide accessory parking at the development site (ID-P2). The existing structures have an internal structural support system that creates obstructions in the maneuvering area for vehicles. The granting of the variance will not adversely affect the physical characteristics or viability of the surrounding neighborhood, with the establishment of accessory parking within the structure.

#### **DECISION - VARIANCE** (Based upon approved plans in the file)

The proposed variance to allow an existing second story deck attachment to the principal structure to extend into the required front yard is **CONDITIONALLY GRANTED**. The condition is specified at the end of this report.

#### **ANALYSIS – SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated April 30, 2004 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

### Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment.

### Air Quality

There is some demolition associated with the renovation of the buildings addressed 507 Maynard Avenue South (#2207193) and 617 South King Street (#2306803). It is anticipated that during the retrofit of the existing buildings measures will need to be in place to mitigate potential toxic and hazardous materials. The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. PSCAA, the Department of Labor and Industry, and the Environmental Protection Agency (EPA) regulations provide for the safe removal and disposal of dirt and debris that may be encountered during the loading and unloading excavation building materials at the development site. Compliance with PSCAA regulations would mitigate any potential adverse short term impacts to air associated with activity related to the staging area and no further mitigation is required.

### Noise

There will be some excavation required to prepare the building site to add a lower basement level and foundation. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding uses. In the immediate area are several commercial structures and residential uses. Due to the proximity of these uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B), mitigation is warranted. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the lower basement level has been completed after approval from DPD.



### Traffic and Parking

It is anticipated that construction traffic would only moderately increase congestion in the area, and the area has adequate public parking to accommodate any increased traffic due to construction workers. Traffic impacts will consist of a limited number of truck visits to the site to haul away materials resulting from demolition and excavation materials, and hauling in the construction materials. The alley is expected to receive most of the construction related impacts, however no adverse impacts are anticipated.

Therefore, no further mitigation for traffic and parking related impacts during construction is warranted pursuant to SEPA policies.

### Historic and Cultural Preservation

Construction related activities which include increased noise, dirt and truck traffic could impact the Eastern Hotel which has been designated a historic landmark building within the City of Seattle. In accordance with the *Department of Planning and Development – Department of Neighborhoods Interdepartmental Agreement on Review of Historic Building during SEPA Review*; the planner referred approval to the Historic Preservation Officer. The Historic Preservation Officer evaluates criteria for development occurring adjacent to or across the street from landmark structures," in response to the SEPA Historic Preservation Policy (SMC 25.05.675.H.2.d). The review of the impacts associated with the proposed project would not require further design mitigation, since no permanent structures are planned for the project, and The International Special Review District Board would make the final approval for the renovated buildings.

### Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these include: the Stormwater, Grading and Drainage Control, the City Energy Code will require insulation for outside walls and energy efficient windows. The Land Use Code controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. A Certificate of Approval from the International District Special Review Board is required, which includes code provisions to address materials, bulk and scale and other features of the built environment. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of several long-term impacts.

### Traffic

The proposed project will generate approximately 37 vehicle trips in the PM peak hour based upon the Institute of Transportation Engineers (ITE), Trip Generation Manual for office use (710). The average vehicle trips per weekday are expected to be approximately 277. These numbers reflect studies of suburban communities and are substantially higher than what is typical of office uses in urban centers. The International District has ready access to the Metro Bus tunnel and bus stops that serve the community. It is expected that a significant number of office workers will commute to the development

site via the many options available in the area. The primary arterials located nearby, South Dearborn Street to the south and South Jackson Street to the north are anticipated to handle the increased traffic volume due to the project at the Mar Hotel. The intersection of South Maynard Street and South King Street abutting the subject site should accommodate the increase traffic volume. The Alps Hotel will not add significant square footage (2,217 square feet) to have adverse traffic impacts. The overall additional cars would not be expected to have a noticeable impact on traffic operations at the intersections. Therefore, no additional mitigation is necessary.

### Parking

The project includes providing a total of 35 parking spaces. Based on the Code minimum parking requirements for existing buildings within the IDM 75-85 zone that intends to establish new uses or when they are remodeled, no parking shall be required. The applicant had chosen to establish parking for the buildings occupants to help reduce the demand on the limited number of spill-over parking on the street, and increase the marketability of the development site. The proposed number of parking spaces should adequately alleviate some of the on-street parking demands that would be generated with a fully occupied renovated building. Parking demand for the nonresidential use (office) is expected to reach 71 during the peak demand hour (10:00 – 12:00 PM). It is anticipated that public parking and alternative modes of transportation will absorb this demand without significant adverse impacts upon the right-of-way. Due to the pedestrian friendly neighborhood with quick access to the Metro bus tunnel and bus stops, it is further anticipated that office workers will walk to the proposed establishment. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

### Historic and Cultural Preservation

The development site is within the International Special Review District's IDM 75-85 zone and is required to submit a copy of the Application for Certificate of Approval prior to the intake of a Master Use Permit application. The applicant has provided a copy of the Application for Certificate of Approval, dated April 26, 2004. The final determination from the International Special Review District Board will be made after the publication of this decision.

### **DECISION – SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non Significance. The proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21.C.030 2c.

## **CONDITIONS - VARIANCE**

### **Prior to Final Building Permit Approval**

The owner(s) and/or responsible party(s) shall:

1. Painting the columns a bright color and provide a protective wrap around the columns base.

## **CONDITIONS - SEPA**

### **Prior to issuance of Demolition or Construction Permits**

2. The owner(s) and/or responsible party (ies) shall submit a copy of the PSCAA permit prior to issuance of a demolition permit, if a PSCAA permit is required.

### **During Construction**

The following condition(s) are to be enforced during demolition/grading/construction and will be posted in a location on the property line that is visible and accessible to the public and construction personnel from the street right-of-way. If more than one street abuts the site, conditions will be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans (or with the demolition permit if it is issued separately). The placards will be laminated with clear plastic or other weatherproofing material and will remain in place for the duration of construction. It is the proponent's responsibility to ensure that the sub-contractors are informed of the conditions listed below:

3. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature or to allow low noise exterior work (e.g., installation of landscaping) after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance.

Signature: (signature on file) Date: December 2, 2004

Bradley Wilburn, Land Use Planner  
Department of Planning and Development  
Land Use Services